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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORTCOUNTRY Germany (Soviet Zone)
Rebuilding of Steamship Deutschland at
SUBJECT Neptun Shipyard, Rostock

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1. Reconstruction work on the former German steamship Deutschland, of 24,000 tons, was completed at the Neptun shipyard, Rostock, in the closing days of December. The ship was raised and towed to Rostock by Soviet salvage vessels, and has been rebuilt for the Soviet Union.
2. The steering mechanism came from the Steueranlagenbau AEG Hamburg. The protective (mine warning) equipment is of English make. The radio equipment was furnished by the VEB Funkwerk Berlin-Köpenick. Besides receiving equipment and six 100-watt senders, three echographs, two fully automatic emergency senders, and a 5 KW short wave sender designated "KN3 See" were delivered. Installation began on 3 Jan 54. The senders have three frequency areas: 3-6 MHz, 6-12 MHz and 12-14 MHz; all fully adjustable. The West Berlin Telefunken tube RS 782 is used for end tubes. They are 100 percent overdriven. The sender in its present form is very superficially constructed. No further time has been allowed for its further development because there is a penalty of 80,000 marks for every day's delay beyond the deadline. The sender will only be used for telegraphing. The anode voltage is 6 KV. The rated steering power required is only 30 watts. The already modulated voltage of an already provided 100 watt sender reinforces the end stage. The antenna is a four-part high aerial.
3. The Funkwerk Köpenick is to build 11 senders of the type described in 1954, after repeated revamping. The control transmitter for the end tube cannot be delivered before Jun 1954 at earliest, on account of material difficulties.
4. The South German radio reported on 10 Jan 54, not yet confirmed, that the Deutschland sank again immediately after leaving the Neptun yard, allegedly as a result of sabotage.

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